

**LEGISLATIVE SERVICES AGENCY
OFFICE OF FISCAL AND MANAGEMENT ANALYSIS**

301 State House
(317) 232-9855

FISCAL IMPACT STATEMENT

LS 7572

BILL NUMBER: HB 1637

DATE PREPARED: Feb 24, 1999

BILL AMENDED: Feb 24, 1999

SUBJECT: Stoplights on U. S. 31

FISCAL ANALYST: James Sperlik

PHONE NUMBER: 232-9866

FUNDS AFFECTED: **GENERAL**
 X DEDICATED
 FEDERAL

IMPACT: State & Local

Summary of Legislation: (Amended) This bill requires the Indiana Department of Transportation to remove one stoplight for every one stoplight erected on U.S. 31 from I-465 in Hamilton County to the U.S. 20 bypass in St. Joseph County. It requires a person who has made a petition for the erection of a stoplight on U.S. 31 from I-465 in Hamilton County to the U.S. 20 bypass in St. Joseph County to be responsible for the costs of the installation and removal of the stop lights.

Effective Date: July 1, 1999.

Explanation of State Expenditures: (Revised) The costs to comply with the provisions of this bill could include the following:

Cost of Ranking Signals and Signal Installation Removal

Initial cost of ranking and determining how warranted the need is for each signal in corridor.

Cost to conduct traffic study	\$2,300 per intersection x 39 intersections	\$89,000
Cost to conduct accident search	\$200 per intersection x 39 intersections	\$7,800
Cost to rate and rank all intersections	\$500	<u>\$500</u>
Total initial cost		\$98,000
Cost to remove a signal installation	\$17,500 per intersection x 2 intersections	<u>\$35,000</u>
Total cost of initial ranking and removal of traffic signal		\$133,000

If the Department of Transportation is required to close a crossover to comply with the provisions of this bill

the impact for this will be as follows:

Cost to close a crossover \$75,000 per intersection x 2 intersections \$150,000.

The total impact will depend upon the number of stoplights removed and whether or not a crossover must be closed. The amendment of 2/24/99 requires the person who has made a proper petition for the installation of a signal control device is responsible for the costs of the installation and removal of the signal control device. It is assumed that the above costs remain applicable to the provisions of this bill.

Explanation of State Revenues:

Explanation of Local Expenditures:

Explanation of Local Revenues:

State Agencies Affected: Department of Transportation.

Local Agencies Affected: Counties that would lose/and or gain stoplights under the provisions of this bill.

Information Sources: Dennis Faulkenberg, Deputy Commissioner and Chief Financial Officer of the Department of Transportation, 232-1472.